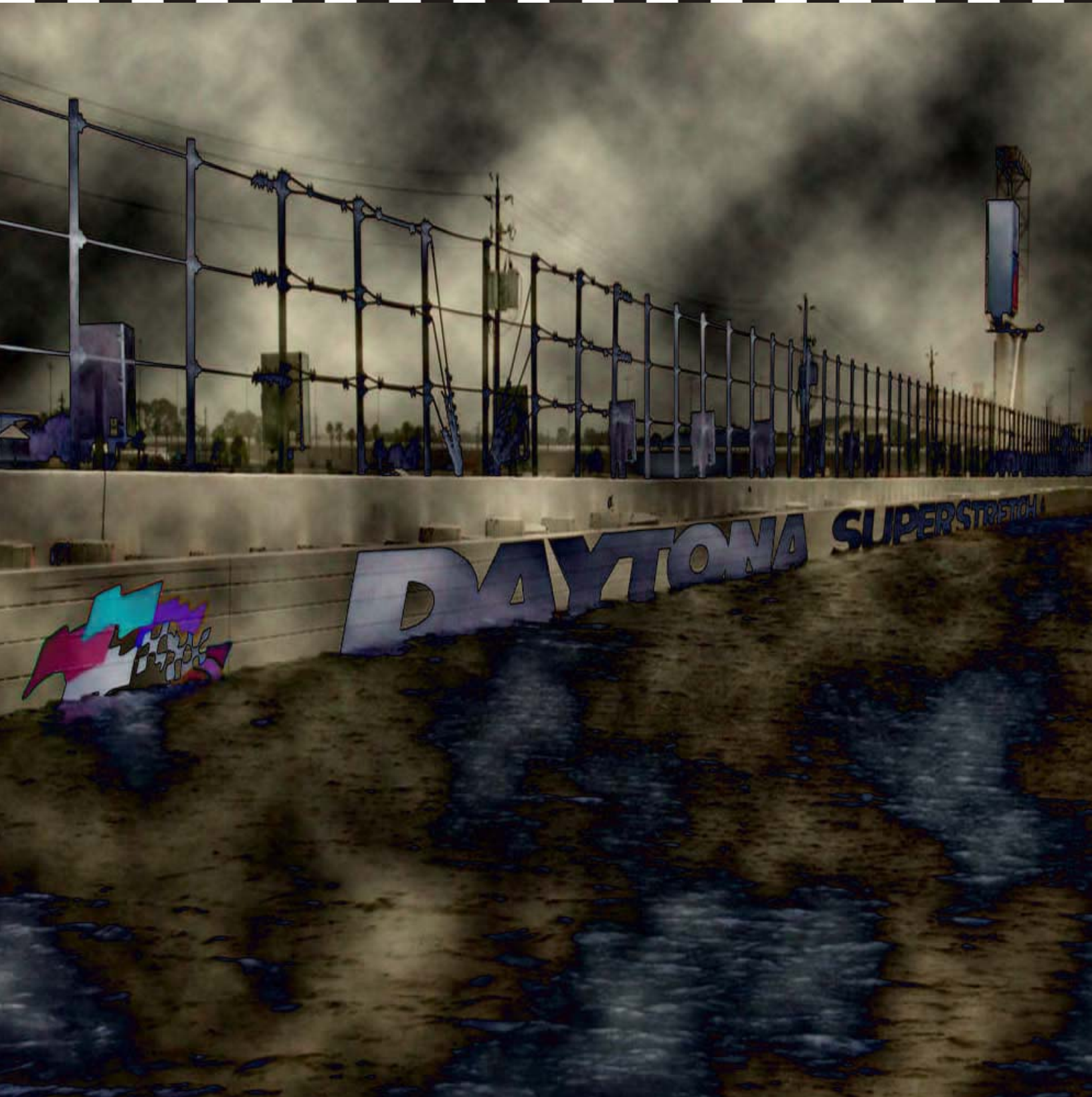


The Checker

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We prefer to receive ads by e-mail at checker@clearlysaid.com, if you cannot send the ad by e-mail please type or print it clearly and mail it to *The Checker*.

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ADS AND ARTICLES MUST ARRIVE AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.

Send ads, articles and photographs to Checker@ClearlySaid.com. Articles may also be mailed to *The Checker* at 136 Dublin Drive, Lake Mary, Florida 32746.

Printed Photographs will not be returned unless specifically requested. Include a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

Address Changes:

Make your changes on line at www.scca.com. You will need your member number (and password if you have already created one) to log on. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.

DO NOT SEND ADDRESS CHANGES TO THE CHECKER.



When & Where

2009 Event Schedule for CFR and Surrounding Regions (Updated)

For Registration and updates to the CFR schedule, go to www.cfrscca.org. For more complete SEDiv information, go to sediv racing.org.

June			8-9 SARRC/SARRC/Restr'd Reg'l			17-18 2010 SARRC/Restricted RegionalCFR		
6-7	Restricted Regional / SOLO	CFR	Daytona Int'l Speedway			Sebring - Short		
20-21	Driver's School/ECR/ECR/FES	FL	September			31 - Nov 1	Regional	FL
	Homestead		5-6	Restricted Regional	BUC		Palm Beach International	
27-28	Regional	FL	November			6-8 HSR		DIS
	Palm Beach International		5-6	Restricted Regional/ECR	CFR	14-15	Track Trials	BUC
July				Sebring - Long			Roebbling Road	
2	Brumos 250 (This date may move to July 4, but this appears to have a scheduling conflict with NASCAR)DIS		19-20	Regional/SARRC	FL	14-16 Italian Cars at Daytona		DIS
3-5	Lou Ella Cook Dbl National		21-27	Runoffs	NAT	14-15	Palm Bch Classic/2010 SARRC	FL
	SEDiv Roebbling			Road America www.scca.com			Palm Beach International	
11-12	Drivers' School/Vintage	CFR	26-27	Restricted Regional	CFR	28-29	Restricted Regional	CFR
	Sebring - Short			Daytona Int'l Speedway			Sebring - Long	
25	Mid-Year Meeting Atlanta		October			December		
August			9-11 PCA		DIS	11-13 CFR Annual Meeting		
			10-11	SARRC Invitational Challenge		11-13 Audi Club		DIS
				SEDiv Roebbling Road		19-20	2010 SARRC/SARRC	FL
							Palm Beach International	

District Meeting Times and Places:

(See inside front cover for contact information.)

District 1 — 2nd Tuesday 7:30 p.m., Joe's Crab Shack, 2730 Gulf to Bay Blvd, Clearwater (east of US 19).

NEW! District 2 — 4th Wednesday 7:00 P. MCDB's Italian Restaurant, 5104 East Fowler Ave, Tampa FL.

District 3 — 2nd Tuesday 8:00 PM Rossi's Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430.

District 4 — Contact Governor for details.

NEW! District 5 — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Pizza Gallery and Grill 2250 Town Center Ave. Viera, FL 321-633-0397

District 6 — 3rd Thursday, Dinner at 7:00 PM, Meeting at 7:45 Quality Inn, 6525 US Hwy 27 N., Sebring.

District 7 — Meetings alternate between Edgewater and Debary locations on the 2nd Tuesday of each month. Dinner at 6:00 PM, meeting at 7:00 PM. Contact the district Governor for directions

District 8 — 2nd Wednesday 6PM Uno's Chicago Grill Daniels Parkway, Fort Myers.

District 9 — Call Governor for details.

New to the club?

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover. Use this list and map to find your District:

District 1: Pinellas and Pasco County to Port Richey.

District 2: Hillsborough and Pasco County except Port Richey.

District 3: Lake, Orange, Osceola, and Seminole Counties.

District 4: Alacuja, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

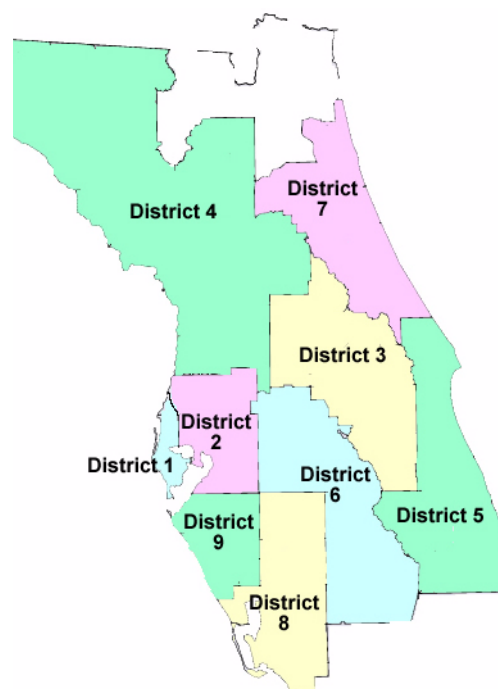
District 5: Brevard, Indian River, Martin, Okeechobee, and St. Lucie counties.

District 6: Glades, Highlands, and Polk Counties.

District 7: Flagler, Putnam, St. Johns, and Volusia counties.

District 8: Charlotte, DeSoto, Hardee, and Lee Counties.

District 9: Manatee and Sarasota Counties.





Club News

R.E. Report

Rick Balderson

This sure has been a fast and furious 1st half for CFR, hardly a moment off before another event is at hand.

April started with the Honda St. Pete GP, which at times was reminiscent of an SRF or SM race. Plenty of moves where you had to wonder "what in the world was that driver thinking, "or not", as the case may be. Like the first turn, first lap, could MY tires possibly be cold wreck. Or Will Powers, trying out for Team Penske missing his pit box, I can't even imagine the nouns and verbs abused in that lecture.

Anyway, the weather was Chamber of Commerce perfect, our new location, at the Port, was carpeted, vacuumed, and had bathrooms that were serviced regularly.

What really shined were the CFR members making our portion of the event happen. We looked marvelous and as a plus,... none of our members were head first into a tire bundle.

The "back room" effort was also terrific. Dennis Joyce, Gary Steffen, Janet Harhay, Debbie Cole, Patty Socher and all those who gave a helping hand, showed the professional level at which CFR performs.

Plenty of secure parking, membership booth, Lots of door prizes, 2 cakes for desert who could ask for more?.... Don't even think of sending suggestions.

It was too bad that we had to cancel the April Drivers School at Daytona, but with less than a dozen students and the need to provide a full and complete Nationally licensed staff it was not possible to justify the effort and/or expense. Since you're thinking about it, the Speedway did

not charge us for the non-event, and turned down our offer to compensate the track for the lost revenue.

Next up on our schedule was the Daytona National / ECR. As predicted the National entry count was off significantly, down 24% or 43 cars. As expected the ECR was up just a tick with + 2 cars.

New to this years schedule was a CFR SCCA Test day on Friday. We had 88 cars, which for our first test was a reasonable showing. There were 273 cars running over the race weekend.

We will be featuring test days at the August and September CFR events. Competitors, you can keep the same garage for the weekend when registered for the test day and event. Or you can just register and run the test day.

As many of you may know, after CFR plans and organizes an event the actual administrative functions at the track are controlled by the Stewards. As long as we are an SCCA Region that will be the case. It is sad to think of the time lost at Daytona this May or the time lost at Sebring late 2008. The region will work hard to see that the Stewards are making the best decisions possible. After all, the entry fee pays for seat time, pretty straight forward.

Not to be out done, the Solo group has very busy with 21 event days, so far, in 2009. At the recent Geneva event there were 120 competitors vs. the regular turnout of 80-ish, so, it appears the economy is not that big a deal for the Solo community. Congratulations to all involved in the Solo program for doing a terrific job.

Next up on the schedule is the joint race/solo

event at Sebring featuring the Pool Party at the Kenilworth Lodge. Club race will be on the Green Park side while the Solo crowd will be on the 12 hour paddock.

This years dining experience will be prepared by Chief Jack Ragaglia and assorted helpers. The Beverage Stewards will be Ted & Jean Garrod. With any luck there will be plenty of door prizes.

This year the Brumos 250 will be run on the same day as the NASCAR race and will provide the region the opportunity to display our skill mixes of patience and understanding of events that we can not control.

The Chief Steward has assured us that Grand Am did NOT request this change of date and asks for 'normal' superlative performance.

On the bright side Daytona has agreed to let us have a CFR building inside the Gate 40 area. Think turn right, not left when entering the area. We will, in conjunction with this be able to have overnight parking in that area. The Speedway does not have camping, only overnight parking... wink, and a nod, get it.

The Sebring Drivers School should be a very interesting event. In addition to the school and vintage groups there will be a 65 minute SRF & SM Enduro, please bring your camera and extra batteries.

Thanks to everyone for making CFR the great region that it is.

Your input is important, keep those cards and letters coming.

District News

District 3

District 3 held its May meeting on our new day (the second Tuesday) in Orlando at Rossi's Pizza/S.Orange Blossom Trail. Even with the stormy weather, we saw some new attendees so maybe the change will grow our attendance.

Gov. Bill Martin and RBCs reported on the Daytona Classic National/ECR and our first test day. We had 88 entries for the test day and 273 for the race weekend. Our national entry was down 24% - that's 43 fewer cars - but our regional entry was up by 2 cars. Test days are also planned for our August and September Daytona events. Hopefully, as word spreads, we will see more test day entries. Thanks to all the volunteers who supported the longer weekend

event. Also, thanks to Bill Cannons and his loyal troupe who provided support for the One Lap of America event at Daytona following our National.

Next event is at Sebring - June 6th-7th - a Regional/ Vintage race on the short course. We'll be paddocked in Green Park. It's also the weekend of our annual pool party at the Kenilworth...look for Jack Ragaglia to be wearing the Chef's hat. Following that is our mid-year BOG meeting on Sunday, June 14th at Indian Rocks Beach Holiday Inn - the location of our 2009 annual meeting.

Our July Driver's School looks to be interesting. Not only will the students have their time on the

track, but so will Vintage and....TA-DA!!! - there will be an enduro for SRF/SM - a battle of the "spexes"!

Carol Gavaletz, our Club Secretary, has announced that she will be stepping down in June. Carol - Many Thanks! for serving the past several years. For anyone with an interest in this position, please contact Carol for more information.

Don't forget to check our web site for most current event schedules and contact your chiefs to work.

See you at the Races!

Fran Martin

District 8

3 members of the "Great 8" braved the thunderstorms and brush fires to attend the May meeting at our usual spot, Uno's on Daniels Parkway in Fort Myers.

We welcomed new attendees Adren Honce and his son Trace. Adren has a spec miata he's been autocrossing and will be attending the JULY Driver's School at Sebring. Welcome Adren and Trace!

Upcoming is the regional at Sebring on June 6 and 7. Looks like our District 8 drivers will be competing.

First topic of the evening is the proposed "Battle of the Specs" for SRF and Spec Miata at the July drivers school. Unfortunately our 2 attending Miata drivers said they will not be entering that event due to attrition concerns. No amount of "guilting" applied could sway their opinions even when it was pointed out that they should be there to represent the "great eight" Well we've still got time to change their minds. The vintage drivers were assured that they will have the same amount of track time they had last year.

Next up was the upcoming picnic/meeting at

Desoto speedway being hosted by District 9 on Saturday May 23. I know Ron Camacho and I will be attending and look forward to some socializing and watching the "roundy rounds."

A general discussion regarding the possibility of a camping area for SCCA at Daytona was brought up. This is a old and ongoing problem that we are all aware of. It sure would be nice to be able to camp there and not just for the motor home owners. This is a topic on the agenda for the upcoming June B.O.G. meeting.

Upgrades for the electric at Sebring was brought up and I know that some work has been completed and I think there is more to come but unfortunately I don't know the status. This will also be addressed at the B.O.G meeting. and will notify the membership at the July district 8 meeting.

Our next 2 meetings will be June 10 and July 8. Until then see ya on the grid!

Letters to the Editor

Steve McQueen in the May Issue:

Charlie Earwood telephoned the other day to say that he was one of the officials that worked the race mentioned in the May issue of The Checker, in which Steve McQueen participated. Among other nice comments, Mr. Earwood wanted to ensure our readers that the results of that race were never in question, and are correct and official as has been published for the past several decades.

We also had a nice talk about personalities in racing, and to my delight, I have learned that James Garner was (and probably still is) a true gentleman when it came to racing. Check out the article on page 8 to read about the 24 Hour race at Daytona in which Garner's car placed second.

More Young at Heart Race Memories:

Imagine my surprise as I glanced through the new (May '09) issue of The Checker and

saw the photo on page 8 of the Andretti/Merzario 512S. I had just finished proof reading the July issue of our magazine, Vintage Racecar, in which a news piece reports on Arturo Merzario still winning races at 66 years old. He won the first round of the Lotus Cup of Italy in Sardinia against a grid of much younger drivers.

Unlike Merzario who began his racing career in an Alfa Romeo Giulietta, I just started racing a Giulietta a couple of years ago. But, I'm already older than he is. So, not much hope for me I guess.

P.S. Right after I sent off the (previous) email to you, I walked past a mirror and "Holy Shmoly!" I realize I'm wearing a tee shirt today that commemorates Merzario's 1975 World Championship in an Alfa 33TT12. That's really TOO strange.

Norm Sippel
District 1





FOUR POINTS
BY SHERATON

"Race at the Track - Stay at the Track"

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Columns

Flag Ravings

Sally Larson

APRIL DAYTONA RACES: As of the end of Registration, there were well over 300 cars scheduled to participate. And the Sunday ECR started with 89, just under the maximum of 96 cars that could be put on the track at one time. Worker count was great, even had some other specialties borrow some F&C folks. It was quite a show and proved that Daytona excitement always comes through.

According to reports, the weather was great for the National. The two Enduro's were more like "Hail Mary" events. Many black flags for many rule infractions, some of which may never have even been invented yet. Jim Hooker relates that he was in the Pits when a Spec Miata decided to spontaneously combust (Jim added... note to self, make sure EVERYONE knows how to pull the pin on a fire bottle!) Fires caused two red flags during the races.

Jim also reported a scary incident at Turn Five. A car pulled off and the driver bailed out quickly. A Worker responded and immediately signaled for an Ambulance and Fire Rescue. There had been a flash fire in the car, and the driver had facial burns. He was wearing a 2 piece drivers suit, but no balaclava and the foam lining inside his, helmet had melted. As always, Chaplain Steve was there to assist and advise the Driver, his crew and his family. The Driver was taken to Halifax, Hospital and a possible transport to a burn center. A balaclava is only required for Drivers with facial hair, but it might not be a bad idea for all Drivers to wear one. Kinda' like, if you carry an umbrella, it won't rain - be prepared for anything. Reminder to all Workers, Drivers, and Crews: anytime you are exposed to heavy smoke, fire, or if you suffer facial burns, you should get checked out medically. Not only may there be obvious burns, but you can develop

swelling in your nasal passages or throat. This sometimes doesn't develop until later, but it can be deadly. And for Workers, anytime you call for fire assistance and Fire Rescue, also ALWAYS call for Medical to check out the driver as well.

ROBELING ROCKS: We were blessed with great weather for the Double SARRC weekend. Congratulations to all drivers and workers that participated. There was remarkably little in the way of fender bending - lots of trips into the sand traps but not too much in the way of serious damage. We did have one spectacular incident however. The driver of a car coming down the fast front straight, discovered he had no brakes going into the turn at Turn One. He spun, then ended up sideways after going straight over the berm. Driver was unhurt, a testimony of SCCA rules about car preparation and safety equipment.

As you all know, Art Corbett, longtime Flag Chief of the Buccaneer Region track at Roebeling, passed away last February. The new Flag Chief, Bob DeLoatch (www.scca-bob@comcast.net), is carrying on the good work. He runs a tight ship, yet is always looking out for his workers. He does himself proud... and I'm sure does Art proud too.

JULY DRIVERS' SCHOOL: at Sebring, July 11-12 is coming up fast. All the usual information applies. Lots of workers are always needed. At Sebring, we have to cover more territory - many feet make less running for each of us. This adds to our safety and to that of the students. Remember to Flag Large. Most of the students have been told about our signals for flat tow vs. wrecker, are you OK?, is your car running?, or do you need a point? Hopefully the students will be able to respond to your signals. Be sure to position yourselves so the students can see you

if at all possible.

And for students, be familiar with the basics in your GCR, and read the supplemental sheets (the supps) that come with your registration information.... they have information about the location of the Black Flag Station, and clothing rules and regulations for you, your crew and your guests.

Quick Review... no shorts or open toe shoes in 'hot' areas, no yellow, red or black shirts close to the track - you'll look like a flag. If you're a Phase 2 student, pull out the flag sheet that you got at your first school classroom session and do a quick review. For beginning Phase 1 students, you'll be given a flag sheet in your class- it's up to you to remember the information for your classroom test and for your on-track sessions. File your flag sheet in your GCR. for future reference. For all students, your instructors will be on the lookout for anyone missing a flag, or not responding to it. Make your instructors proud of you, observe the flags and respond appropriately.

Can't stress often enough.... look for the white flags at every station on your first sessions out each day. Then, on every lap, take a quick look at every flag station to see the flag condition. If you don't look, we can't tell and we're your safety net. The same thing applies to the Black Flag station and the Starter... if you see a black flag along with a number board with your number on it... you're it. Acknowledge the flag to indicate you've seen it... and go to the pits. A repeat lap of the course will earn you a chat with the Stewards.

...Live Long, Prosper, Think Safety and flag Large!

Turning the Corner

David Ellis-Brown

We have just come back from Daytona and the racing was, shall I say great for some, down right frustrating for others, and for some others, best to let pass as bad dream. But more on that later. For us in Improved Touring, it was our "annual" Enduro on the "High Banks of the Daytona International Speedway". To most of us in CFR, it is just one of our home tracks, but for anyone outside of the SE, it is "Daytona", and folks come far and wide to race here. Remember it is or was (?), called "World Center of Racing"

The weather was Chamber of Commerce

perfect, and some 67 IT cars and teams entered the two Enduros. Group 1 included IT-R, S, A & 7, and 51 cars went out to Qualify. In Group 2, consisting of ITB & C, we had some 16 entrants to complement the field of 64 cars.

Group 1 Qualifying: 51 cars participated in Qualifying. In ITR Mike Flynn in his BMW was fastest with a time of 2:11.818, with second going to Grafton Robertson from Tijeras, New Mexico driving a Porsche 944S2 just a second off the Flying Flynn. Third in ITR went to CFR's Mike Guenther. In ITS, Andrew Charbonneau

was fastest with a time of 2:16.659, but the team of Akarjalian / Dana were just a tick back with a time of 2:16.872. Third went to the team of Findlay & Richards. In ITA, Conrad & Downton were fastest with a time of 2:23.857, which was about a second quicker than the team of Obremski & McMullan. Thomas Free qualified third. In IT-7, Kenneth Walters was quickest with a time of 2:30.655, with the Mazda of Iverson / Ryan qualifying second with a time of 2:32.385. David McCauley was third quickest in IT-7 Group 1 Enduro: Some 46 cars lined up behind

Pole Sitter Mike Flynn to start the 90-minute Enduro. Well, when the Green flag came out, so did a Black Flag for the Pole Setting car of Mike Flynn who had a little trouble following the Pace Car. Mike was given a "Stop & Go" Penalty. The rest of the field were having a great race, while Flynn was making time up trying to catch with the rest of the field. About 10-15 minutes into the event, a Red Miata caught "Fire" and went behind the barrier at turn one to find the closest "fire truck". The emergency workers promptly extinguished the fire with little damage to the car. Smart thinking on behalf of the driver and good job as usual by our safety team. Due to the fire, the Steward made a decision to "Red" flag the race. And almost all of the drivers were watching the flags and knew to stop "safely" on the track. But from this observer, and the Stewards, some just were not paying attention and continued to race. After all the cars finally stopped, they were sent to the pits via a "Black Flag, All" and were brought in and regripped. While under the "Black Flag", I am told that some 7 drivers were penalized for passing under the "Red" flag. One report that I saw said that there were many more that did not get caught. One driver was subsequently disqualified from the competition for passing under the "Red" flag. I am also told that there seemed to be some confusion in the pits while the grid was being reset to get Group 1 back on the track. But the confusion was with some drivers, again not paying attention to the officials and preparing themselves to get back racing.

Once the Green flag was waved for the second time, the race continued with few issues. The race was ultimately shorted to one hour due to the "Black Flag" and regripping. In ITR, Mike Flynn was able to make up for his "mistake" and took the win in ITR and first overall. But he did have it his work cut out due to a very strong running Porsche 944 that came from New Mexico that was well driven by Grafton Robertson who finished some 16 seconds behind in second. Third in ITR was Mike Guenther in his BMW who also drove a strong and consistent race. In ITS Steve Goldin, who did not qualify in the top 3, took the win in his RX-7 and was 3rd overall. Second in ITS was Guy Marvin from Jacksonville who also qualified out of the top 3 in the ITS class. Third went to the Georgia team of Bailey & Iverson who started from that position. In ITA, the second place qualifier's, Obremski / Ryan moved up one place to take the win. Coming in second was the Miata of Huff & Wilding with third place going to the Conrad & Downton team from Georgia who were the pole setters in ITA. And in IT-7, the South Carolina team of Iverson & Ryan

moved up from their second qualifying position to take the win. CFR's Kenneth Walters, who had won the IT-7 pole had to settle for 2nd with David McCauley coming in 3rd.

Fall Out-Some folks are calling this "Comedy of Errors" a Fiasco. How did this "Fiasco" come about? Was it the fault of the driver who's Miata caught fire and stopped for emergency assistance? No, I don't think so. Was it the Stewards fault since they displayed the several Black Flags and the Red Flag? No I don't think so. I thought it was the Stewards job to maintain order. Was it the fault of the other officials or workers that keep us out of harms way and watch over us. I don't see any blame there either. You don't suppose it is our fault, the Driver's, the guys and gals who are the loose nuts behind the wheels. Come on let face it, the root cause of most problems on the track rest squarely on our shoulders, and no one else. We know the rules, or have been taught the rules. It is our responsibility to abide by those rules. And when we do not follow them, we should expect the "Heavy Hand" of the Stewards to dole out the proper punishment. Stop blaming someone else when we screw up. There were some folks that were late getting to the grid before the race, and tried to "play catch-up" and caused a Black flag. There was Mike Flynn's mistake, which caused him to get a Black Flag. I also hear that due to a "shoving match" on the track that caused someone to spin on the oval, another Black Flag was displayed, and there was the Red Flag, that again some 7 plus drivers did not see or responded to in a timely manner. We, as drivers, cannot afford to make such mistakes.

Fortunately, no one was injured, but to see / hear about that many "Obvious" driver errors, says that we are not paying the proper attention. Maybe it is time for a little soul searching and make sure in the future that we don't create a real Fiasco.

Scheduling Issue-- In all fairness, there was an issue regarding some Miata's, or at least a contributing issue that may have caused, unnecessarily, a delay in some dual class Miata's from getting through "Spec Tech" for SM's that followed Group 2 Qualifying, which included a big bunch of SM's. Since many Spec Miata's run dual classes, some may have been caught up in the Spec. Tech. traveling road show inspection that may have directly caused some drivers / cars to be late for the Group 1 Enduro grid. That appears to be scheduling issue, and I understand that ECR Chief Steward, South, Krys Dean will make sure that this issue is brought up at a Stewards Training Seminar, and hopefully is taken into consideration when a race schedule is being

developed. Another lesson learned. We just never stop learning! Do We?

Group 2 Qualifying - Some 16 IT cars, along with a bunch of Spec Miata's and some SSB & SSC cars went out for qualifying. In ITB, Deuce Keane bested the ITB field with a lap time of 2:25.811, and was over two seconds quicker than 2nd place qualifier David Ellis-Brown with a time of 2:27.840. Third in ITB was Ralph Radhay in his Suzuki. In ITC, the VW Scirocco of Williams & Kostewicz qualified 1st with a time of 2:33.433, that was nearly 2 seconds ahead of 2nd place qualifier Robert Duffy. Phillip Stephans qualified 3rd in ITC.

Group 2 Enduro - Early Sunday morning the Group 2 Enduro started with little fan fare and no confusion. But at times the traffic was very heavy with the IT folks having to content with some 43 Spec Miata's. At the conclusion of the 90 minute Enduro, the ITB guys finished where they started with Deuce Keane finishing 1st and 4th overall in his very quick Honda Accord. In second was the team of David Ellis-Brown & Paul Ronie in David's VW Jetta, and Ralph Radhay in his Suzuki. In ITC, the VW of Larson & Moerwald came from well within the pack of ITC cars to take the win, with 2nd place Robert Duffy right on their heels in his Honda. William Bies came in 3rd in his VW. There was a fair amount of attrition in ITC with 4 of the 7 entrants not being able to complete the 90-minute event. There appeared to be no major incidents during the race so all of the Group 2 competitors made sure there was no repeat of the previous day's faux pas.

Again a "Thank You" -- to all of CFR Workers. We the drivers of Improved Touring cannot say it enough, Thank you for supporting our events. We cannot do it this without you. I also would be remiss, if I did not say "Thank you" to two of my sponsors. Not for supporting my racing, But for contributing to the region in support of the Saturday night social at Daytona. I would like to thank Steve Cusack, President of NewSouth Performance Inc. of Chapel Hill, North Carolina, and Mike Mistretta, the GM of Prestige Volkswagen of Melbourne, Florida.

Well that is all for now, but as I stated last month, I will be doing an article about upgrading the ECM for Improved Touring. I will be working with two Central Florida businesses that are heavily involved with our racing. I hope you find it informative. The checker is out again, and it is time to send this out. If you have any comments, criticisms, please let me know. At tonianddaveb@aol.com See you at the races.



A Maverick At Daytona James Garner and American International Racers

Lou Gallanos

In 1968 I attended Daytona Beach Junior College on the GI Bill. Due to the proximity of the Daytona Speedway I became interested in attending the Sports Car Club of America (SCCA) events held there.

Well, one thing led to another and I joined SCCA and began volunteering to help staff events from Regionals to Nationals and eventually professional events like the 24-Hours of Daytona and the 12-Hours of Sebring.

In January of 1969 I was working the 24-Hour race at Daytona and, when not on duty, spent time in the pits taking pictures of the fabulous cars and legendary drivers.

Like the 1970 Sebring race with Steve McQueen, the 1969 event at Daytona had a movie and television star in attendance in the form of actor and team owner James Garner.

For those of you out there who are too young to remember, James Garner is best known for such TV shows as *Maverick* and *Rockford Files*. He also starred in movies like *The Great Escape* where he co-starred with good friend Steve McQueen.

In 1966 he made the movie *Grand Prix* where he loosely played the role of American Grand Prix Champion Phil Hill. The movie was made in a new process called Cinerama which, when shown in theaters, used three projectors simultaneously projecting onto three screens that were curved to take up your peripheral vision.

When I first saw this movie in the late 1960's I literally got motion sickness during some of the racing action.

James Garner arrived at the Daytona Speedway with his American International Racers (AIR) team of two Lola T70's. These were the Mark 3 versions with 5000 cc Traco Chevrolet engines.

Unlike Steve McQueen, who drove a Porsche at Sebring in 1970, Garner was not driving in this event but just acting as team owner. Driving duties were assigned to Ed Leslie, Lothar Motschenbacher, Scooter Patrick and Dave Jordan.

When I said that Garner was "acting" as team owner I should also include the fact that at this race he also had a film crew there filming a documentary of racing that would be later called *The Racing Scene*.

In the filming at Daytona Mr. Garner was just playing himself. Not as an actor but team owner.

The Daytona 24 segment of the film was to be an honest look at big time professional sports car racing with his AIR team of cars and drivers as the focal point. Garner's goal was to make a documentary film that would break the stereotypical mold that had developed in Hollywood concerning racing movies.

During the few days leading up to the start of the 24-Hour race I had a chance to observe Mr. Garner and how he interacted with his team members as well as the general public. To both groups he couldn't be nicer. Not the image one might assume when dealing with Hollywood celebrities.

Mr. Garner was always very accommodating to folks who wanted to take his picture, get an autograph, pose with him or just talk.

One might assume that since he had a film crew there making a documentary in which he figured prominently that he would be on his best behavior lest something untoward be caught on camera.

To correct that assumption let me tell you of something that happened to a friend of mine who had a car entered in the race.

My friend had a Triumph GT6 entered in the race and he and his crew were on an extremely limited budget for the event. They didn't even have enough money for hotel rooms so they planned to camp out in the paddock at the Speedway sleeping in and around their vehicles.

Daytona in late January and February can get quite cold and damp at night. On one particular night my friend was in his sleeping bag which was on an aluminum lounge chair next to his vehicle.

During the night a cold, damp fog rolled in off the Atlantic Ocean and by early morning my friend was covered in dew and he was cold to the bone.

Mr. Garner was an early riser and left his trailer as the sun was coming up drinking a hot cup of coffee to keep warm. He was on his way to the garage area when he noticed this fellow in the lawn chair who was just beginning to wake up.

Garner went back his trailer and got another cup of coffee and gave it to my friend who by now was awake and flabbergasted that this celebrity was bringing him a much needed cup of hot coffee.

Both of Mr. Garner's AIR Lolas finished the race. The #8 car of Ed Leslie and Lothar Motschenbacher finished second behind the

Roger Penske Lola T70 of Mark Donohue and Chuck Parsons and Garner's #9 Lola driven by Scooter Patrick and Dave Jordan finished seventh. It was a remarkable first performance for the team.

Garner's team also raced at Sebring that year, Lime Rock and the circuit at Canada's St. Jovite. At the end of 1969 Garner disbanded American International Racers. His movie, *The Racing Scene*, was released in late 1970 and while not a top box office earner is considered one of the best racing films ever made.

From 1967 to 1969 Garner's AIR cars raced in a number of events both in this country and Europe. However, the racing community best remembers Jim Garner for using his celebrity to help promote off-road racing in the early years of that sport.

At 81 James Garner is still active but life has slowed a little for him following a minor stroke in May of 2008.

Photo of James Garner wearing his AIR jacket taken in the pit area at the 1969 24 Hours of Daytona. Standing next to him is Bill France, Jr. Other person is unidentified.



James Garner with Chris Economacki (white shirt) of ABC's Wide World of Sports..

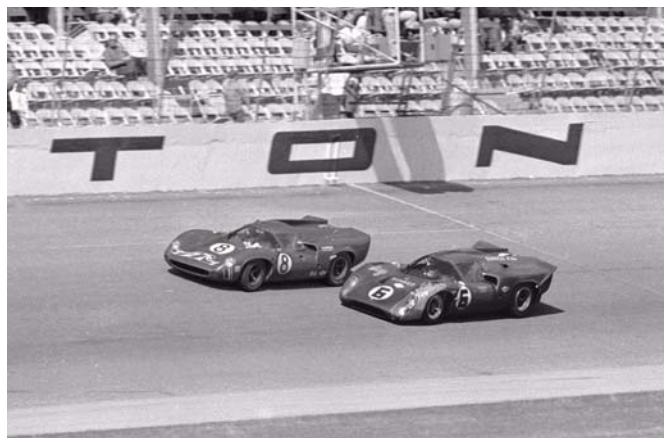


The #8 AIR Lola T70 Mk. III that was driven by Ed Leslie and Lothar Motschenbacher. The AIR Lola T70 Mk. III finished second behind the Penske Sunoco Lola T70 Mk. IIIB of Chuck Parsons and Mark Donohue



The first place finisher #6 Sunoco Penske Lola T70 Mk. IIIB of Mark Donohue and Chuck Parsons crossing the start/finish line alongside the second place car #8 AIR Lola T70 Mk. III of Ed

Leslie and Lothar Motschenbacher.



James Garner welcoming Lothar Motschenbacher after that car finished 2nd in the 1969 24 Hours of Daytona.



Photo of the second American International Racer Lola T70 Mk. III entered in the 1969 24 Hours of Daytona. Scooter Patrick and Dave Jordan drove the Lola to a 7th place finish.<





Picture Pages

The Daytona Classic - 2009

Bill Martin

Bob Urso from Harrisburg, PA and his Decker MK 5



Chief Tech, Rick Henschel, marks the tires on Wally Osinga's beautiful FE



All the way from Canada, Jacek Mucha and his CSR



Nice little street car - Lamborghini Diablo



Another nice ride - Ferrari



High level Tech meeting - what's a three letter word for wheeled vehicle?



Steward Krys Dean conducts the ECR Driver's Meeting



Mike Flynn leads the first lap as well as the last lap of the ECR Enduro





Now that's some spoiler. Guy Marvin's hatch pops up on the first lap



James Coyne's VW catches some air in Turn 3



It doesn't look like it but Ray Philbert's Z suffered a brief but intense fire



After the Z fire, a Red Flag left some drivers wondering what to do first



More Turn 3 action with the Miatas



Tom Panaggio finished his session on the rollback



Scott Richards had to make the long ride back behind Flat Tow Bob



CFRs John Annis ponders the SRF times





Close racing in Turn 5, Alex Bize on the outside



Another casualty on the hook



Sunday's ECR impound was a crowded place



Dave MacGregor waves the Green Flag on Sunday's big bore Group



Tom Ellis and Mike Wheeler cross the famous DIS Start/Finish line

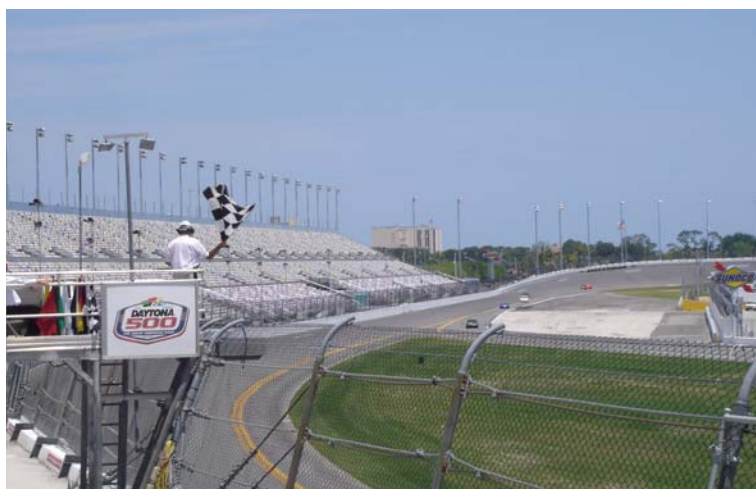
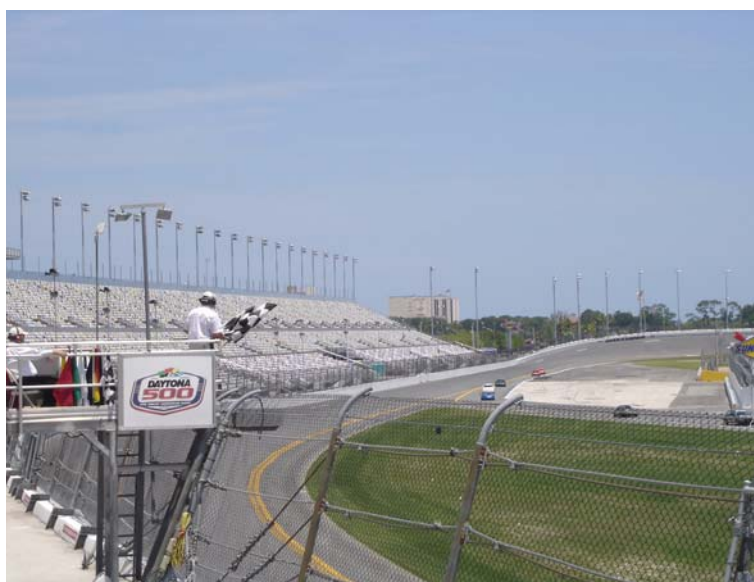


This is one very fast car and will change your opinion about Ford Falcons. Bill Riddell the winner of GT1



Daytona International Speedway — Dry

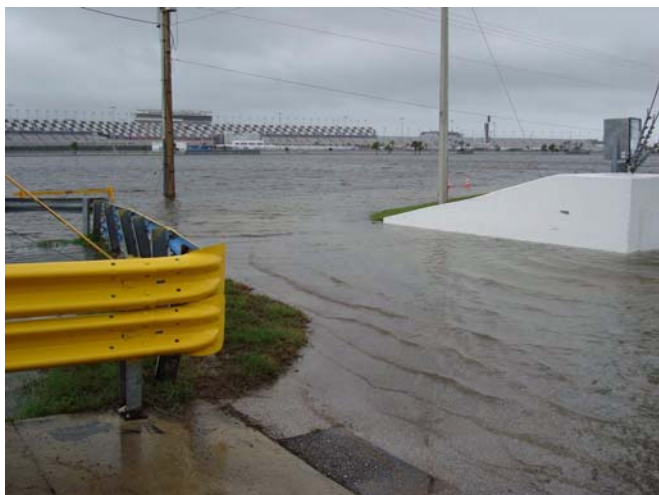
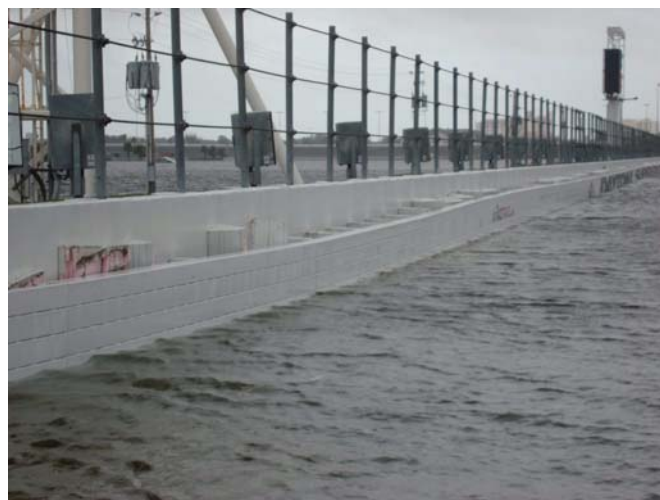
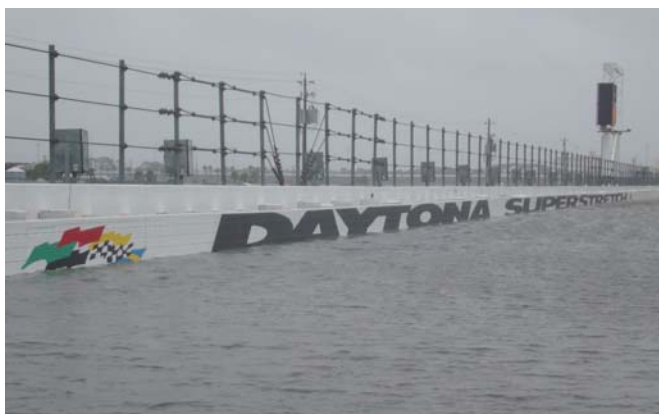
Brandon Fleming





Daytona International Speedway — Not So Dry

Photographer unknown, but thanks Fran Martin and Steve Goldin for sending them!





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Worker Special - Retired from corner working, Motorola GP 300 portable radio, programmed with CFR frequencies, drop-in charger, single earphone headset w/noise cancelling mike (good for logging or race control), nice compartmented carry bag. \$175.00 + shipping or pickup in Tallahassee. Contact Nick at W4EAF@bellsouth.net, or 850 539 5906. (2)

Found - a Cannon SD card at Sebring dur-

ing an SCCA race last year on the Green park side of entry to turn #7 (hair pin). I recently reviewed the pictures contents & found the following identifying contents;. 1. FL license plate # 134-2YK 2. NASCAR Cup Cars night race from Daytona, 3. Birthday cake with "Happy 16th birthday Allie" Contact: Keep Morse, 941-720-0172, or keep racing@mac.com (2)

Racing Real Estate Wanted - Losing my house and race shop to I-4 expansion project. Looking for a new property in Seminole County; must have 2500 sq ft house (or larger) and 5 car garage (attached, detached, or mixed acceptable). Please call Michael Kern with any information on a property 40 - 722-6876 or email mjracing@netzero.com. (2)

Miscellaneous

Found - At Daytona International Speedway May 3, 2009 Blue and White, G-Force, Driver's Suit with SCCA and SARRC patches affixed. Contact Bill Martin 407-851-7157 (1)

Parts

Mazda Turbo II transmission -

Rebuilt by Van Steenburg, never raced, less bellhousing; \$800.00. Also, **MG Midget rear pumpkin**, 3:90 ratio with Phantom Grip Posi, Limited Prep or Vintage, perfect for Daytona; \$250.00 - Call Dana, at 813-545-7472, or email at ddeshong1@tampabay.rr.com.

OEM Porsche wheels for sale - (2) 16x6 and (2) 16x7 fuchs off my '80 sc. shod with kumho ecsta mx tires with less then 1000 miles. 1500\$/offer. also oem steering wheel from same. 250\$ contact john at trojanman126@hotmail.com. port charlotte (2)

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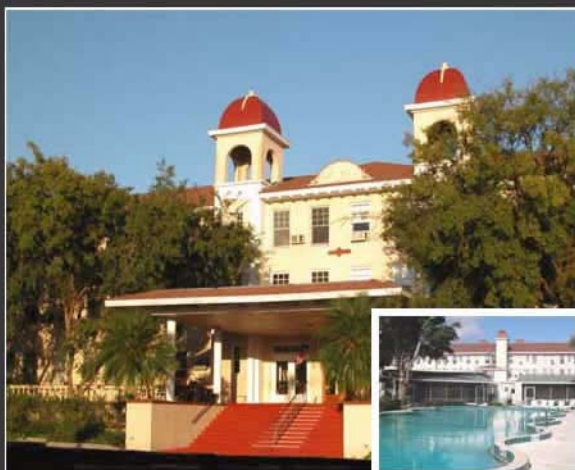
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- ◆ Closest hotel not located at the track
- ◆ Refrigerators in every guest room
- ◆ **FREE 5 Premium Movie channels**
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- ◆ **FREE High Speed wireless internet** access
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- ◆ 80-foot heated pool, Ping Pong, Billiards
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Join the Club!

Central Florida Region
Sports Car Club of America, Inc.

- ☐ \$80 **Regular Membership**
Includes \$65 National dues.
- ☐ \$30 **Spouse Membership**
Must be legal spouse of regular member. Includes \$23 National dues.
- ☐ \$45 **First Gear (under age 25)**
Includes \$25 National dues. Includes ability to hold Club Racing, PRO Rally or Solo1 Competition licenses.
- ☐ \$121 **Family Membership**
For regular member, spouse and children under age 21. Includes \$101 National Dues.
- ☐ \$25 **Subscription to *The Checker* only.**

Total membership costs include National and Regional dues for one year. Also includes one subscription to *SportsCar Magazine* and *The Checker* per regular, First Gear, or family membership. Membership dues are not a charitable contribution.

MAIL TO: **Membership Chair**
Joyce Hayward
457 Drage Drive, Apopka FL
32703

407-884-7889
joycehsccl@cfl.rr.com



PLEASE TYPE OR PRINT:

Name _____

Address _____

City, State _____ Zip _____ County _____

Phone (_____) _____

E-Mail _____

First Gear birth date _____

Spouse Name, if joining Club _____

Children's names and birth dates if Family membership

SCCA Region Preference **Central Florida Region (83)**

I am interested in the following SCCA activities:

☐ Pro Racing ☐ Club Racing ☐ Rally ☐ Solo ☐ Official

I hereby apply for membership in the Sports Car Club of America, Inc. and its Central Florida Region and agree to abide by the bylaws.

Enclosed is my check (made payable to SCCA, INC.) or cash for \$_____,
or:

(check one) ☐ Visa ☐ MasterCard

Card No. _____ Exp. Date _____

Signature _____ Date _____